
APPENDIX C

SHORELINE USE

GENERAL

Hampton Roads and its tributaries have had an important impact on the development of the study area. The types of existing development of the area vary from the open and extensive, such as woodlands, parklands, and wetlands to the more intensive urban, such as residential, commercial, and industrial activities; railroads; highways; and public lands. The one county and seven independent cities that comprise the study area have traditionally been responsible for most land-use planning. The local planning departments are the principal sources for detailed information regarding comprehensive land-use plans and related planning information. In addition, the Hampton Roads Maritime Association Annual contains recent information on shoreline use. In recent years, growing residential, commercial, and industrial needs within the study area and increasing demands for new facilities have created the need for a regional planning approach, and the Hampton Roads Planning District Commission has and continues to be instrumental in coordinating area-wide planning efforts.

This section of the appendix provides a general overview of land use immediately adjacent to the waterways that comprise the Hampton Roads area. The main Elizabeth River Channel, bordered by the Cities of Norfolk and Portsmouth, includes the world's largest naval base; coal, grain, container cargo, and general cargo facilities; and residential and recreational areas. Also, the Craney Island Dredged Material Area is located adjacent to the channel on the Portsmouth side and could be used for port expansion when it is filled to capacity. Shoreline use along the Eastern Branch consists primarily of shipbuilding and repair facilities and oil terminals. Some of these facilities are unused and/or underutilized. Along the Southern Branch of Elizabeth River are the

Norfolk Naval Shipyard; private shipyards and repair facilities; and oil, natural gas, grain, and bulk and liquid terminals. There is also some vacant and underutilized land located along the Southern Branch. Land along the Chesapeake Bay from Willoughby to Cape Henry, which includes Little Creek and the Lynnhaven Inlet, generally consists of naval installations, recreational boating facilities, residential development, and recreational beaches.

Along the City of Newport News waterfront, land use consists primarily of shipbuilding and repair, coal loading terminals, container and general cargo facilities, commercial moorings, fish landing/processing facilities, and fuel terminals. Land areas adjacent to the harbor in the City of Hampton are used primarily for recreational boating, oil and seafood terminals, and residential development.

SHORELINE USE BY TYPE

Plates C-1 through C-3 identify lands adjacent to the water by their type of use. These maps are not meant to show the use each individual plot of land, but to reflect the predominant character of the various segments of shoreline. The types of shoreline use are defined as follows:

- Commercial: Development having retail and other service type businesses.
- Government/educational: Major military and government civilian installations and facilities, as well as educational institutions, on the waterway.
- Green area: Beach front or other areas undeveloped by design and reserved for use on this water and with no adjacent development.
- Industrial: Property currently being used for manufacturing, bulk storage, maritime support, etc.

- Residential: Development having single and multifamily dwellings for human habitation.

INDUSTRIAL SHORELINE USE BY STATUS

GENERAL

Plates C-4 through C-6 show the current status of land use for industrial shoreline properties adjacent to Hampton Roads. The types of land status are defined as follows:

- Vacant properties: Bare land having no buildings or other improvements. It may or may not have utilities.
- Unused/underutilized properties: Property not currently being used or not being used to meet its highest and best use.
- Industrial developed properties: Property currently being used for manufacturing, bulk storage, maritime support, etc., including major military installations.

POTENTIAL PORT DEVELOPMENT SITES

The following table shows a list of some of the potential industrial shoreline development sites located within the Hampton Roads harbor area. The locations are shown on Plates C-4 through C-6 and are keyed to the alphabetical code listed in the table. More detailed information regarding these sites may be obtained from the Economic Development Departments of the respective cities in which the land parcels are located.

Table C-1. POTENTIAL PORT DEVELOPMENT SITES

Chesapeake

- A. Farmers Export site at 1213 Victory Boulevard
- B. Alcoa site at 1213 Victory Boulevard
- C. Norfolk Steel plant at 1500 Steel Street
- D. Vacant undeveloped property along the Southern Branch of the Elizabeth River
- E. Davis site at Dominion Boulevard North and Bainbridge Boulevard
- F. Higgeson and Buchanan property at 5300 Bainbridge Boulevard
- G. Steuart Industrial Park/Smith Douglas site at Military Highway and Bainbridge Boulevard
- H. Mc Lean Contracting site at 100 Republic
- I. Elizabeth River Terminals, Incorporated at 4100 Buell Street
- J. Freeman Industrial Center at Freeman Avenue and I-464
- K. Gulf Oil site at 101 Ohio Street

Hampton

None at this time

Newport News

None at this time

Norfolk

- L. Jonathan Corporation property at Colley Avenue and Front Street
- M. NBC Line property located near Harbor Park--includes an old cold storage warehouse
- N. Norfolk Shipbuilding and Drydock Corporation Brambleton plant located next to the Campostella Bridge--includes vacant industrial buildings on the waterfront

Portsmouth

- O. Craney Island Dredged Material Area
- P. Cox property south of the Coast Guard station

Suffolk

- Q. Old General Electric plant located next to the Frederick Campus of Tidewater Community College
- R. Undeveloped beachfront on the east side of I-664

Virginia Beach

- S. Old Jonathan Corporation property near the Little Creek Naval Amphibious Base
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